

From: Hamayasu, Toru
To: Kaku, Melvin N
CC: Fasi, Gina
Sent: 6/6/2007 12:17:40 PM
Subject: RE: for those interested in the transit:)))

Redacted

-----Original Message-----

From: Kaku, Melvin N
Sent: Wednesday, June 06, 2007 12:16 PM
To: Hamayasu, Toru
Cc: Fasi, Gina
Subject: Fw: for those interested in the transit:)))

Redacted

-----Original Message-----

From: Ishibashi, Jay <jishibashi@honolulu.gov>
To: Kaku, Melvin N <mkaku@honolulu.gov>; Torres, Richard F <rtorres1@honolulu.gov>; Fasi, Gina <gfasi@honolulu.gov>; Hamayasu, Toru <thamayasu@honolulu.gov>; Moriwaki, Jane K <jmoriwaki@honolulu.gov>
Sent: Wed Jun 06 10:36:29 2007
Subject: FW: for those interested in the transit:)))

Redacted

-----Original Message-----

From: c3po888 [mailto:c3po888@hawaii.rr.com]
Sent: Wednesday, June 06, 2007 10:30 AM
To: Undisclosed-Recipient;;
Subject: Fw: for those interested in the transit:)))

Be POSITIVE with a attitude of gratefulness, speak and think in the present and future.

----- Original Message -----

From: To: undisclosed-recipients:
Sent: Tuesday, June 05, 2007 9:26 PM
Subject: for those interested in the transit:)))

Friday, April 13, 2007

Department of Transportation Services

City and County of Honolulu

650 South King Street, 3rd Floor

Honolulu, Hawaii 96813

AR00148438

Via Email

Subject: Environmental Impact Public Scoping Comments

Relating to the Honolulu Transit Corridor Project

To Whom It May Concern:

Thank you for providing this opportunity for public comment on the "Honolulu Transit Corridor Project" proposed by the City and County of Honolulu. The following comments are provided because it has become evident that the presently proposed elevated transit guideway is, in some significant aspects, contrary to the public interest.

Background

As the result of often insufficient, inaccurate and distorted information provided by the City administration's transportation department and their hired consultants, the City Council has proceeded in an unnecessarily awkward and chaotic manner during deliberations over a route alignment and technology for a proposed public rapid mass transit system. Fortunately, the City Council has stopped short of a technological definition of this system other than "fixed guideway system," so that it may be eligible for a fractional federal funding share of the cost. In view of this compounded conundrum, it has become abundantly clear that the federally required comprehensive Environmental Impact Statement process must be completed with full public review before any further steps are taken.

The concerned public, however, has been somewhat enlightened by certain disclosures that an elevated rail system, i.e. heavy rail system, as strongly promoted by the City administration, development interests, concrete providers, and hired consultants, will be anything but "rapid" at 25 miles-per-hour between stops, and will do nothing to relieve the present LOS F traffic congestion and diminish traffic effectively. But the tangible costs of such a proposed system remain obscured by a false ceiling that conceals the true future fiscal burden to be strapped on the backs of unknowing taxpayers, who presently face escalating replacement and repairs of century-old water, sewer and roadbed infrastructure, which together now portend a bankrupting of the City and County of Honolulu. In light of this, the Little Train That Can't appears at best to be a frivolous fantasy cast upon the masses who will become indebted by this scheme for a generation or more.

Honolulu Department of Transportation Services

April 13, 2007

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Fatal Flaw

AR00148439

Apart from such socio-economic impacts, there is another serious impact that also merits full exposure. This significant impact is the potential irreparable blight of the proposed elevated guideway slamming through the vital heart of the Downtown Honolulu Waterfront and beyond. It is most curious that this significant impact was utterly and completely ignored in the proposed project's "Environmental Consequences: Supporting Information" report, as offered by the City administration's hired consultants at the end of October, 2006.

The fatal flaw in the Environmental Consequences report is the total absence of mention of the four (4) significant historic sites along the proposed Waterfront route. These protected sites, specifically Aloha Tower, Irwin Park, the Dillingham Transportation Building, and Mother Waldron Park are listed respectively on the National Register of Historic Places and the Hawaii Register of Historic Places, as attached. Astonishingly, although all visually and physically impacted historic sites were to be legally considered in this required report, there is no reference to these significant historic sites and the consequent potential impacts on them by the proposed project.

The Environmental Consequences report states the following on page 60: "In regard to historic resources, this project must comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and Section 4(f) of the Department of Transportation Act of 1966 because of the federal participation in the project." However, the report completely ignores Aloha Tower, Irwin Park and the Dillingham Transportation Building in listing the "historic and culturally sensitive areas of Downtown" on page 62, and brazenly states on page 62-63 that the "Nimitz Highway/Halekauwila Street/Kapiolani Boulevard Alignment would have the least impact on cultural resources..." Thus this required report is biased and fatally flawed because it avoids addressing the significant long-term environmental impacts of the presently-proposed elevated route alignment on Aloha Tower, Irwin Park, and the Dillingham Transportation Building along the Downtown Waterfront, and Mother Waldron Park along Halekauwila Street - all registered historic sites.

Specifically, such elevated infrastructure blight is "visually incompatible and blocks the view of a historic resource (e.g., the scale of the infrastructure would overwhelm the resource's historic appearance)" and causes the "loss of integrity of setting, feeling and association" (see pages 63-4). The historic view planes to the Harbor from Bishop Street and the Chinatown Historic District will be similarly impacted. It therefore would be a fatal mistake for Honolulu's future if the City forces the intrusion of elevated transit blight on the Honolulu Waterfront and the mauka-makai harbor views. One only needs to consider the blight created by the Embarcadero Freeway along the San Francisco Waterfront, and the universal public elation when it was torn down. It is time that the City and County of Honolulu learns by the mistakes of others before it is too late.

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The attached rendering produced by the Hawaii Chapter of the American Institute of Architects illustrates the significant impact of the proposed elevated transit guideway along the Honolulu Waterfront. Verification of such a significant negative impact is provided by the Aloha Tower station video simulation on the City's own www.honolulutransit.com <<http://www.honolulutransit.com/>> web site. Aloha Tower and Irwin Park are to the left of the rendering, and the elevated transit guideway's immediate proximity to these sites is also briefly visible on the City's video, as is the red-tile-roofed Dillingham Transportation Building immediately adjacent to the elevated guideway on the left side heading east toward

Kaka`ako. Together these depictions clearly illustrate that if the Downtown Honolulu Waterfront is allowed to be impacted by the fatal mistake of elevated guideway infrastructure, the vital visual character and integrity of the waterfront centerpiece of Downtown and harbor entrance to Honolulu will be lost.

Further, the Honolulu waterfront and the adjacent Kaka`ako area are both under State jurisdiction, and through State agency and community advisory partnerships these areas are being carefully improved. A new centerpiece park is proposed to extend from historic Irwin Park along the Downtown Honolulu Waterfront, and in addition to historic Mother Waldron park two additional park areas are planned along Halekauwila Street at Punchbowl Street and Ward Avenue. In addition, the Kaka`ako Mauka master plan designates Halekauwila Street and its extension to Kamake`e Street as a significant "promenade" street, a pedestrian-friendly boulevard with wide tree-lined sidewalks and new human-scale residential neighborhoods. Thus, the proposed elevated transit infrastructure blight would be tragically misplaced on Halekauwila Street as well.

Conclusion

In conclusion, there are very serious concerns surrounding the City's disregard and neglect of the significant negative impacts of an elevated transit route along the Honolulu Waterfront specific to the complex of registered historic sites that include Aloha Tower, Irwin Park and the Dillingham Transportation Building, and Mother Waldron Park along Halekauwila Street. This badly-planned project cannot be allowed to overshadow and overpower these significant historic sites or destroy the visual character and integrity of the vital Downtown Waterfront.

Sincerely,

MichelleS.Matson

Michelle S. Matson

See what's free at AOL.com <<http://www.aol.com?ncid=AOLAOFF00020000000503>> .